



**BRIEFING: JULY 2011 EXECUTIVE/ADMINISTRATIVE COMMITTEE MEETING**  
**AGENDA ITEM #5**

**TO:** Chairman Umberg and Committee Members

**FROM:** Roelof van Ark, Chief Executive Officer

**DATE:** July 13, 2011

**RE:** Adjustment of the Existing Regional Consultant's Contract Limits/Conditions

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**Background**

This is a follow-up action from the June 2010 Board Briefing regarding the Los Angeles—Anaheim Regional Engineering Contract. The June 2010 Board Briefing is attached for reference and summarized below.

In June 2010, the CEO requested and the Board approved a \$10 million contract amendment to the Regional Consultant contract for the Los Angeles-Anaheim section to support the inclusion and study of additional alternatives in the environmental review process. During the June 2010 Briefing to the Board, it was recognized that the contract amendment request would not fully complete the environmental review process or 30% Design-Preliminary Engineering as "*... the full scope and schedule are still indefinite, given the recent Board direction to investigate adding a new shared-track alternative for LA-Anaheim to the Alternatives Analysis process.*" The briefing further identified that the schedule and budget effects would need to be reviewed in the coming fiscal year as "*... the contract effort has been extended about 2 years more than originally planned and the expected cost is now projected to be approximately twice that originally envisioned*" and "*From July 1, 2011, to completion of ROD/NOD and 30% design the costs has yet to be fully estimated*"

The STV contract includes environmental assessment and approval to ROD/NOD, preparation of 15% Design-Preliminary Engineering to support environmental review, and 30% Design-Preliminary Engineering to support construction procurement, subject to the acceptance and approval of the Annual Work Plans. The STV contract end date is currently set at June 30, 2012.

**Discussion**

Per the FY 2010-11 Annual Work Plan, STV has prepared the 15% Design- Preliminary Engineering and performed a preliminary environmental review for the shared track alternative in the LA-

Anaheim section. The alternative is being incorporated into the Draft Environmental Documents with a target date for public review in November 2012, followed by a target date for ROD/NOD in September 2013. In addition to development and assessment of the Shared-Track Alternative, STV will need to address and incorporate several other key system elements into the environmental document and preliminary engineering studies that continue to be of concern to local stakeholders. These include:

- ✓ Los Angeles Union Station (LAUS) – Several alternative layouts remain under consideration to address the needs of and impacts to a variety of operators including Metrolink, Amtrak, and LAMTA.
- ✓ Anaheim Regional Transportation Intermodal Center (ARTIC) – Several studies were undertaken to address City of Anaheim concerns regarding location and accessibility of the HST platforms to the main ARTIC concourse.
- ✓ Vehicle Maintenance Facility (VMF) Site in Montebello – Following concerns raised by the City of Anaheim for the originally proposed vehicle maintenance just north of ARTIC, an alternative site in Montebello was identified and is in development. Subsequent to these studies it was determined that VMF sites north of LAUS should also be explored consistent with the completion of sections and expansion of revenue service to LAUS.
- ✓ Phased Implementation – The team has begun review for how to construct the LA-Anaheim section in an incremental manner and support earlier revenue service opportunities with reduced levels of performance and capacity relative to the ultimate construction. Phased implementation studies are prepared in coordination and consultation with the Southern California Passenger Rail Planning Coalition.

This past year, the Authority has initiated a review process with the recently formed Southern California Passenger Rail Planning Coalition (SCPRPC) which includes LA-MTA, Metrolink, OCTA, RCTC, SANDAG, Amtrak, and BNSF. The Authority coordinates with the SCPRPC to address their concerns and rationalize passenger railroad services in the LA Basin. Authority staff will work with the SCPRPC to confirm how best to support delivery of intercity high-speed rail service in this section in combination with maintaining local service connections to the high-speed rail network and intra-regional passenger railroad service in general.

The community comments and concerns in LA, Anaheim, and the Gateway Cities raised in the June 2010 Briefing continue to challenge the schedule and budget for the LA-Anaheim section. The FY 2010-11 Annual Work Plan budget for STV was \$8.5 million with an actual expenditure of \$7.5 million (projected). This brings total expenditures through FY 2010-11 by STV to a projected \$30.5 million. The Authority anticipates that STV will reach their current authorized contract limit of \$33 million during FY 2011-12. At the Authority's request, STV prepared and submitted a proposed Annual Work Plan for FY 2011-12 of \$6.9 million to complete the environmental technical reports, 15% Design—Preliminary engineering, and begin preparation of the draft environmental documents for public review. The PMT has estimated an additional \$12 million will be needed in future fiscal years to finalize the environmental document, secure the ROD/NOD, and prepare 30% Design-Preliminary Engineering documents to support construction procurement. This totals nearly \$50 million to complete the Environmental Approval-Preliminary Engineering scope of work for the Los Angeles to Anaheim section.

It should be noted that there continues to be ongoing issues to resolve with local stakeholders as noted above. Following identification of a preferred alternative, 30% Design—Preliminary Engineering can be prepared to support the construction project in the section. At this time, construction alternatives are being explored that include a phased implementation and make best use of existing facilities to provide a high-speed rail connection to ARTIC station. The costs

estimates are based on procurement documents for the initial construction project in the section providing for a high-speed rail connection, which may be for a phased implementation with interim reduced performance/capacity.

As noted previously, the STV contract will end on June 30, 2012. Board action will be required to extend the contract end date to allow STV to proceed with the Environmental Approval—Preliminary Engineering efforts beyond the FY 2011-12 fiscal year.

**Recommendation**

Staff recommends the Board authorize the Chief Executive Officer (CEO) to negotiate a contract amendment with STV through FY 2013-14 in the amount not to exceed \$17 million, to complete the final environmental approval and 30% Design Preliminary Engineering. This recommendation brings the total STV contract value to \$50 million and extends the contract end date to June 2014.

**Attachments:**

- ✓ Briefing: June 2010 Executive/Admin Committee meeting Agenda Item #6